

FEBRUARY 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE NATIONAL *Falcon* NEWS



1964 FALCON FUTURA
MIKE THOMAS (FCA #16463)
CAMARILLO, CALIFORNIA

ON THE COVER

This month's cover photo is a recently completed restoration and build of FCA member Mike Thomas' 1964 Falcon Futura AFX car. It does not have race history, but it certainly looks the part. The car was featured at SEMA 2018 in the Derale Performance booth. Mike's car was also invited to the 2020 Grand National Roadster Show to participate in a vintage drag racing display.

It's an original 427 FE with a dual quad. It has a C4 behind it and Ford 9" with 3.89 gears. It is all hand lettered. It has an original Thunderbolt Rotunda tach and Mike has tried to keep it all period correct.

Read all about its transformation and see several shots of it throughout the process on page 12 of this month's issue.

IMPORTANT MEMBER INFORMATION

For 2020, the FCA is introducing a new membership program to track applications and renewal. This is being done to process your renewals and make changes to your membership faster. While the old system serviced us well, the current membership database has been in place for over 25 years and the program is no longer supported.

There are over 17,000 on the FCA membership rosters. There are approximately 2,900 active members in the FCA. With every new process there are bound to be hiccups. In translating the old membership database there have been some transcription errors.

As you renew your membership please verify that your information is correct. If it is not please send us a notice at: <https://www.falconclub.com/contact/update/>.

Thank you for patience and consideration in this process.

—Denise Sword, Membership Secretary
membership@falconclub.com

FROM THE EDITOR

Would you like to see your Falcon on the cover of The National Falcon News? Please make sure your photo has a high enough resolution—300 dpi at 8" x 10". Send your photos and/or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thanks!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

IN THIS ISSUE

- 2 Important Member Information**
- 3 Calendar of Events**
- 3 President's Message**
- 4 Ford v Ferrari; Fact or Fiction**
- 8 Installing a Heater Box Inlet Collar** By Jeff Schira
- 10 Le Bon Temps Regional** By Sherlin LeJeune
- 12 1964 Falcon 427 FE** By Mike Thomas
- 16 FCA Board of Directors, Officers, and Regional Directors**
- 18 Classified Ads**
- 23 Advertising**
- 24 Angela Ashley's Falcon Story**



4



8

10



12



24

CALENDAR OF EVENTS

March 20–21, 2020

**Bon Temps Regional
Port Allen, Louisiana**

Hosted by Le Bon Temps Chapter

May 1–2, 2020

**2020 KCFCA Regional
Shillington, Pennsylvania**

Hosted by Keystone Chapter

July 23–25, 2020

**FCA 41st National Meet
Dayton, Ohio**

Hosted by Ohio Valley Chapter

September 11–12, 2020

**Mid America Regional
Branson, Missouri**

Hosted by Mid America Chapter

October 2–3, 2020

**2020 Pacific Regional
Sacramento, California**

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to fca.editor@yahoo.com and admin@falconclub.com.

**To access the online magazine,
technical articles, and membership
directory, use password FCA1979!**

**THE
NATIONAL** *Falcon*
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



**Jim Guthrie
FCA President**

Our Club is quite rich in talented people who provide high quality resources to all of us. Today, I want to comment on the resource we call the Internet and specifically, I want to talk about the Club's website at <http://www.falconclub.com>. Here you will find just about everything you need to know about the FCA—from the what to the where to the who to ask—it is all there. Historical information can be found about our favorite cars—the Falcon and Ranchero. A vast Technical Library, written largely by members, is available to assist with virtually every facet of these amazing cars. There are even photos of each year's model from 1960 through 1970.

Our website provides immediate access via computer, cell phone, or other Internet accessible device to our:

- By-Laws
- Membership Directory (updated monthly and password protected)
- Membership Applications/Renewal form
- The award winning **The National Falcon News** (updated monthly)
- The Club Store, with great items available year round
- Region and Chapter information as well as information pertaining to upcoming events.

If you are not already using this resource, give it a try. Think about renewing your membership on line next time. Update your personal information. Check important dates for upcoming events.

Thanks to the many members who put this together. Let us all know what you think. Get those cars ready for the circuit and don't forget to make your reservations for the 2020 Regionals and 2020 National in Dayton. And remember to take a youngster to a car event.

—Jim (FCA#12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469

FORD v FERRARI

FACT v FICTION



Ford vs Ferrari is a film set in 1966 about Henry Ford II and his desire to build a race car that could beat Ferrari at the 24 Hours of Le Mans. The heart of the film depicts the deep friendship between legendary auto designer Carroll Shelby and the sometimes-contentious driver Ken Miles. They teamed up to engineer and drive a GT40 that could make it through Le Mans.

Gearheads, automotive historians, and former business colleagues of Ford Senior Vice President Leo Beebe will find a lot to quibble about in this cinematic blockbuster. Others may complain about some of the other details that were altered for theatrical emphasis. The movie's inspiration came from A.J. Baime's book *Go Like Hell: Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans*.

The Set and 21 Falcons

The film recreated several historic sites including Ferrari headquarters in Maranello, Italy, the Glass House Ford headquarters, numerous race tracks, and the Ford River Rouge factory.

They built three full assembly lines in a warehouse, complete with 21 vintage Ford Falcons they bought, stripped down, and placed on the assembly lines in varying states of manufacture. According to Hagerty.com, those cars are “now for sale in various stages of disassembly, all six cylinders, some with autos or three-speeds. The cars are to be sold as a package and unlike the more curvaceous fiberglass bodies, are equipped with more or less their original drivetrains. A few are almost complete running cars, with some trim pieces removed for movie scenes.”

The Story

Carroll Shelby was a Texan and a WWII flight instructor before becoming a Le Mans-winning driver. The film begins with his retirement as a driver after he developed a heart condition. British driver Ken Miles was a naturalized citizen who came to the U.S. after serving as a tank commander in WWII.

In 1962, Ford was coming out of a major sales slide thanks to failed products like the Edsel. CEO Henry Ford II was looking for a way to turn the tide. Top executives, including Ford Division general manager Lee Iacocca, convinced him that the answer was a sports car. The saga shows how Henry Ford II attempted to acquire Ferrari in 1963, sparking a feud between him and Enzo Ferrari, owner of the Italian carmaker. Enzo was unwilling to relinquish control of his company and told Ford's representatives that “he'd never sell under those terms—nor, he added, would he sell to an ugly company that builds ugly cars in an ugly factory.”

Ford was even more motivated to build a sports car that would humiliate Ferrari where it mattered to him the most—24 Hours of Le Mans. The seeds for the legendary GT40 race car were sowed.



A Ford vs Ferrari movie set in a Los Angeles warehouse depicted Ford's River Rouge factory where 21 vintage Ford Falcons served as props on the assembly line. Photo: Merrick Morton, architecturaldigest.com

According to *Popular Mechanics*, "Ford engineers calculated that when a driver hit the brakes at the end of Le Mans' Mulsanne Straight, the front brake rotors would heat up to 1,500 degrees Fahrenheit within seconds, causing them to fail. This would prove to be disastrous—even deadly—for any driver trying to compete in northwestern France, even the best in the world."

Ford's team couldn't figure out how to get cars to run continuously for 24 hours. After losing to Ferrari at Le Mans in 1964 and 1965, Ford turned to car designer Carroll Shelby—one of the only American drivers to ever win at Le Mans—to run race operations. Shelby was already a consultant on the project; now he was in charge, responsible for its success or failure. Shelby and his friend, test driver and engineering specialist Ken Miles, reinvented the GT40, collaborating with the Advanced Vehicle Group and Ford's experimental engine group.

Ford engineer Phil Remington devised a brake system that allowed mechanics to swap in new pads and rotors during a driver change, so the team didn't have to worry about brakes lasting the entire race. The team used a

revolutionary idea, a dynamometer—a device used to measure force, power, and speed. They programmed it to re-create stress points on the Le Mans track, then ran the engine for 24 to 48 hours on the dyno, virtually re-creating the conditions the engine would face during the race.

Their work paid off and the GT40 Mk II was born. In the 1966 Le Mans, Ford humiliated Ferrari, who didn't even have a car that completed the race. Ford captured first, second and third places—but not without controversy. Late in the race, Miles was well ahead of the competition, ready to become the only driver to win the world's three biggest endurance race—the 24 hours of Daytona, 12 Hours of Sebring and 24 Hours of Le Mans—in the same year.

Ford's PR guru Leo Beebe wanted to celebrate the win with a picture of the trio crossing the finish line together. So, he had Shelby order Miles to slow down and let the other GT40 teams catch up. After crossing the line, Miles was informed that he did not win the race, but that his teammate Bruce McLaren did.

Continued on page 6

FORD v FERRARI

FACT v FICTION

Continued from page 5

Fact, Fiction or a Stretch

While a very entertaining movie, it is not a documentary, but is based on a true story. True fans of the real story who are looking for total accuracy might be disappointed. There are a few movie details that might need to be corrected.

First of all, Ford designers came up with the shape and dimensions of the prototype and picked the GT40 name, not Shelby. It was chosen because the car was 40 inches high. In the movie, Henry Ford II yelled at the Rouge River plant workers to “come up with some ideas to save the company... or consider themselves unemployed.” With all the mid-managers between the assembly floor and his jurisdiction, most likely one of them would have given that speech, not the chief executive. Henry Ford II later joined Carroll Shelby in an exciting thrill ride in the GT40 MKII. There’s no way the CEO of Ford Motor Company would jump into a race car without adequate protection.

At their first meeting, Shelby threw a wrench at Miles at Willow Springs Raceway. They didn’t meet there, nor did they have such an altercation. It was an embellishment by screenwriters to establish the two characters’ personalities and to create dramatic tension.

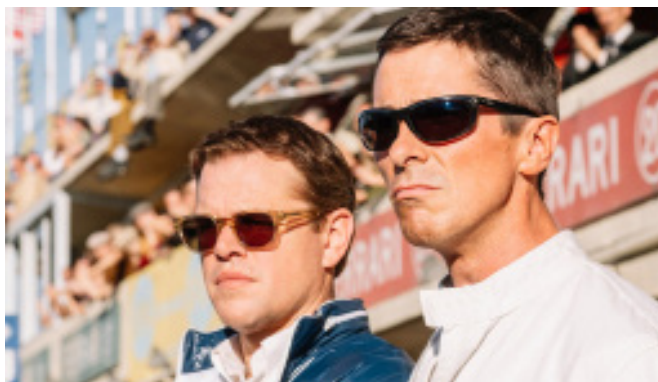
Lee Iacocca was intimately involved in the negotiations with Enzo Ferrari. A Ford contingent did travel to Maranello, Italy, on the orders of Henry II to buy Ferrari, but Iacocca was not part of the group.

In a theatrical moment, Miles and Shelby had a brawl while gearing up for Le Mans. Shelby and Miles were both headstrong, incredibly intense and brilliant guys. There’s no doubt that they butted heads on a very regular basis, and the film certainly alludes to that. There is no evidence they ever had a physical altercation.

Toward the end of the movie, Ford executives drank in Pit Row after winning Le Mans in 1966. Most likely that didn’t happen as the car would have been disqualified if officials had observed that behavior on the track.

At the end of the race, Enzo Ferrari gives a slight nod of approval to Carroll Shelby. In fact, Enzo Ferrari didn’t congratulate Shelby at the Le Mans because he didn’t attend the Le Mans in 1966.

Scenes of conflict within the team, pitting suit and tie marketing guys against racers, have some basis in reality, but they are embellished. Shelby never locked Beebe in an office. In the scene where the Shelby American crew was testing prototypes and insisting on weighing the experimental GT40 down with a sophisticated aeronautical computer in the passenger seat, Miles opted to use taped string to the vehicle exterior and eye-ball their movements for evidence of drag. In reality, there was no conflict. Ford’s aero technicians and Shelby’s team worked both methods in tandem. The computer gathered internal air pressure and temperature and the string method gathered information about exterior and exhaust.



Ford v Ferrari is based on the remarkable true story of Ford’s desire to succeed in the endurance racing circuit and the friendship of Carroll Shelby, played by Matt Damon (left) and Ken Miles, played by Christian Bale (right).



Pictured above are the real driver Ken Miles (left) celebrating with his friend Carroll Shelby (right).

“THE FORD GT IS MORE THAN A CAR. IT’S A TEST OF FORD ENGINEERING SKILL AND ABILITY.”

—LEE IACocca, APRIL 1964

The Real Characters

An unsung hero that probably deserved more credit for the endurance racing successes was Phil Remington. According to Hagerty, “There was nothing Rem couldn’t fix, improve, or replace with something better. He reworked a trouble-prone fuel-delivery system of the first Ford GT and later designed quick-change tools that allowed worn brake pads to be replaced during pit stops. ‘Without him, the Ford GT would have been an unbelievable failure, said the late transmission guru Pete Weismann. Whatever the engineers dreamed up, he was the one who made it work.’”

Leo Beebe was maybe the most villainous character in the movie. He was in fact Ford’s motorsports commander-in-chief. He was known as a straight arrow, a star college athlete, and a US Navy WWII veteran. He had served with Henry Ford II during the war and was considered a trusted and reliable man who could get things done. He oversaw Ford’s transformation from doormat to dominance in endurance racing. Beebe signed off on McLaren’s idea to bring the cars over the finish line together. His biggest fear was that Miles and McLaren would take each other out of the race. When Ford execs realized were informed that if two cars crossed the line side by side, the one that had covered the greater distance would be declared the winner, Beebe decided the safest course of action was to do nothing. Miles had started the race about 20 feet in front of McLaren, resulting in the fact that he and Armon would have traveled the further distance. There were no radios or signals to correct the earlier decision.



After two years of trials, failures and not earning the Le Mans championship for 1964 and '65, every senior employee that worked on the project received a 3x5 card before the 1966 race that was handwritten from Mr. Ford that read, “You better win – HF.”
Ford Performance photo

Carroll Shelby was a little more proactive than the one in the movie. In *Ford v Ferrari*, Iacocca shows up to Shelby’s automotive workshop with a life-changing offer and a blank check. In real life, it was Shelby who showed up at Iacocca’s office in Detroit with a rehearsed pitch and an asking price. “The idea is staring American car manufacturers in the face,” Shelby said, according to *Go Like Hell*. “With \$25,000, I can build two cars that’ll blow off the Corvettes.” The screen version Shelby is close to the real-life driver and business mogul. Shelby truly was an expert salesman, and he was known for his gift for gab in his native Texas’ drawl. He did have a serious heart ailment, angina pectoris, which led to both his retirement from race car driving in 1960 and the steady diet of nitroglycerin tablets that he is seen popping in the film. Shelby was a trained pilot, but did not scare Iacocca and company with aerial stunts on their way to the Ford Mustang GT350 press conference in 1965.

Ken Miles really did go from driving tanks for the British Army in World War II to setting records in some of the fastest sports cars produced. He did move to Hollywood and ingratiate himself with Southern California’s hot-rodding racing scene. He did in fact run a tuning shop unprofitably, when in 1963 the IRS padlocked the business over unpaid taxes. He did marry a woman named Mollie and father a son named Peter. Miles did drive the 1965 24 Hours of Le Mans with Bruce McLaren retiring with a failed gearbox; he did not stay home. While largely omitted in the movie, he shared the 1966 race with Kiwi Denny Hulme, a fact significant to the victory. And, Ken tragically perished at Riverside Raceway in the Kammback tail “J” car at 200+ MPH in a downhill straight. The car went airborne and the monocoque came apart in the crash. It was not due to driver error.

If you are interested more in this story, check out A.J Baime’s *Go Like Hell* which inspired the movie, Leo Levine’s *Ford: The Dust and the Glory*, Karl Ludvigsen’s *The Inside Story of the Fastest Fords*, and Preston Lerner’s *Ford GT: How Ford Silenced the Critics, Humbled Ferrari and Conquered Le Mans*.

Sources: architecturaldigest.com/story/ford-v-ferrari-set-design-interview; forbes.com “Ford vs Ferrari: the real story behind the most bitter rivalry in auto racing;” “Hagerty,” November/December 2019; grunge.com

INSTALLING A HEATER BOX INLET COLLAR

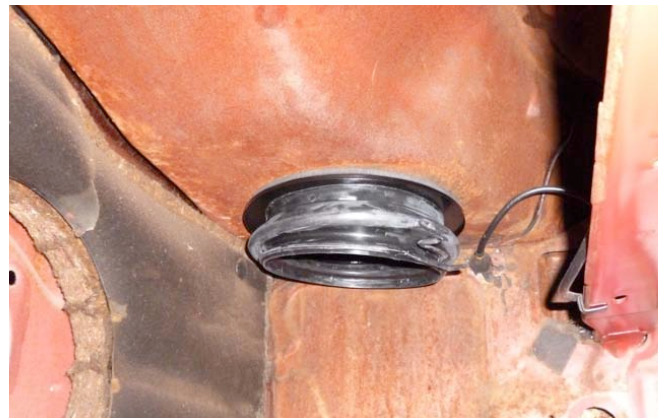
BY JEFF SCHIRA

The factory installed the heater inlet collar using clips that are located inside the throat of the collar. The problem is that the reproduction inlet collars use a sealing gasket made out of thick, hard foam. The hardness and thickness of the foam make it very hard to compress the foam enough to reinstall the collar using the factory clips. In addition, the hard foam, not being very compliant, does not appear to make a good tight seal against the cowl outlet.



After using several different methods of attaching the collar without using the factory clips, I now use a combination of 3M trim adhesive tape and silicone adhesive and sealant. The silicone sealant does not have enough initial strength to hold the collar against the cowl outlet until the sealant cures. In earlier attempts to hold the collar in place while the silicone adhesive cured, I used spots of contact cement or weatherstrip adhesive to help hold the collar in place, but as these adhesives are applied with in a thin layer, I was concerned about air leakage. I settled on using four small piece of the 3M adhesive tape

with a bead of silicone sealant applied between the tape. The 3M tape helps to hold the collar against the cowl outlet while the silicone is curing. Only small pieces of the tape are necessary as the tape has tremendous grip. And the silicone sealant is applied in a bead thick enough to makes sure that any irregularities in the cowl outlet are sealed.



PLEASE REMEMBER OUR FALCON CLUB MEMBERS AND ALL THOSE IN AUSTRALIA

Below is an email from Chris Shead from Australia. I wanted to pass on the information that Chris gave me about the forest fires. Our brother and sister Falcon owners are in trouble as I am sure you have seen on the news. Chris is an avid fan of our American made Falcons. The fires are bringing devastation to our friends in Australia.

—Bruce Wolfe

We are just north of the latest major fire zone on a short holiday and going home tomorrow. We are in Shaolhaven Heads in New South Wales NSW. We are safe so far though there are forests between us and home which haven't burnt yet. So far, so good. There is an excellent website here called Fires near Me. It is frightening to see the number of fires across the nation and especially on the eastern coast. Immediately south of us 200 miles of the coastal has lost power, phones and Internet when yesterday's terrible fires ripped through large areas around a central town of Batemans Bay. All roads to the south are blocked and they are isolated for a day or so until things are cleared. A number of houses and commercial buildings were lost in that town yesterday and three dead in the next state south. The fires have been terrible, the worst ever.

Chris Shead, Lane Cove NSW

Australia is being ravaged by the worst wildfires seen in decades since the fire season began in September.

A total of 17 people have died nationwide, and in the state of New South Wales alone, more than 900 houses have been destroyed. State and federal authorities are struggling to contain the massive blazes, even with firefighting assistance from other countries, including the United States.

There have been fires in every Australian state, but New South Wales has been hardest hit.

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Atchafalaya Basin Bridge has a total length of 96,095 feet or 18.2 miles; it is the third longest bridge in the U.S., and fourteenth-longest in the world.



WWII destroyer, restored to her 1945 appearance with over 50 inner spaces to see. Museum displays include a P-40 aircraft, ship models, full-scale replica of gun deck of Old Ironsides. Allow approximately 1½ hours for touring.



Experience life on a thriving plantation. Nottoway, Plantation was built by a cotton-planter-turned-sugar-cane grower, John Randolph, Nottoway, from 1855 to 1859.

You are invited to Le Bon Temps Regional...

We hope to see you at Le Bon Temps Chapter (The Good Times) Regional March 20-21, 2020 in Port Allen, Louisiana, just off of interstate 10 at the West Baton Rouge Visitors and Convention Center. This location is only about three miles west of the Mississippi River bridge from Baton Rouge.

From this central location you will have a short drive to many of Louisiana's gems. If a swamp tour or air boat rides are to your liking there are some just down interstate 10 in the Henderson/Breaux Bridge area. Want to visit the largest plantation home in the South. No problem. Nottoway Plantation is located near White Castle on LA1 South about twenty miles away. In the Port Allen area is the Port of Greater Baton Rouge along with a very large Community Coffee Plant which should be open for tours. There is a nearby West Baton Parish Museum and another one located ten miles South on LA1 in Plaquemine which has a very good Atchafalaya Spillway section. There is also the Plaquemine Lock sight built in the early 1900s which is listed on the National Register of Historic Places. This would be a great stop for anyone who visits Nottoway Plantation. Good food is abound, fresh seafood, BBQ, Italian, Tex Mex, etc. If you care to go into Baton Rouge, it is just a very short drive with many fine restaurants, Museums, LSU campus, a Rural Life museum, WWII destroyer USS Kidd, casinos and big city traffic.

The two hotels we picked are both within easy walking distance to the visitors' center. The hospitality center will be located in the Hampton Inn.

We look forward to seeing you in March and "Passin a good time sha."

—Sherlin LeJeune (FCA #15808)
Plaquemine, Louisiana

LE BON TEMPS CHAPTER REGIONAL
West Baton Rouge Convention & Visitors Bureau
Port Allen LA 70767
March 20-21, 2020
REGISTRATION FORM

Name		Spouse/Guest	
Address		City	State
()		Zip	
Phone	e-mail	FCA #	Local Chapter
YEAR	MODEL	BODY STYLE	CATEGORY

Awards: Stock, Modified, Lite Modified, Driver, Work in Progress, Oldest Falcon, Newest Falcon, Longest Distance, and Ladies Choice

	PRIOR TO 2/28/2020	AFTER 2/28/2020	QTY	REMITTANCE
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Hampton Inn and Suites by Hilton, 2755 Commercial Drive, Port Allen, LA (225-389-6655)
Mention "Bon Temps Falcon Club" for the group rate of \$79.00/night available from 3/19 to 3/22/20
Reserved rooms will be held to March 6, 2020 so book as soon as you can.

Liability release must be signed to complete registration: It is understood that the Falcon Club of America and the Bon Temps Chapter, Falcon Club of America assume no responsibility for loss or damage of car or property during this event.

Signature_____ Date_____

FEATURED FALCON



1964 FALCON 427 FE

BY MIKE THOMAS

I have always grown up owning old Fords. My first car was a 1970 Mach 1 that I did a Concours restoration on it, but did not drive it much. I also restored a 1964 Fairlane hardtop to a Concours type restoration down to every nut and bolt, paint daub, etc. I started attending NHRA drag races with my dad at Pomona when I was a kid and always enjoyed it, but never really thought about racing. As time went on, I sold the Mach 1 and Fairlane. I attended a the California HotRod Reunion at Famoso Raceway in 2012. I had never seen so many cool old cars. I met two guys that would

be a great inspiration to me—Dale Snoke and Roy Pool. Dale had a 1964 Comet with a straight axle and Roy had a 1965 Comet with big tires. At that event I bought a pair of Hurst pie crust slicks and set out to build my own race car. I had never worked on a Falcon before, but had worked on every other Ford of the era, so I was familiar with the parts and how things went together. I found a 1964 Futura for sale in Compton, California. It had a running 302, factory bucket seats and center console. I bought it for \$1,100. Within a few weeks I had sold the bucket seats, console, fenders,

hood and bumpers for \$1,500 and the build began. I found a Boss 302 block with 351W heads on Craigslist for \$600. I also got a toploader for it. I put it all together, got it painted Vintage Burgundy and put those pie crust slicks on it that I bought at Famoso that eventful day. I put A-100 seats in it, a rollbar and made it to Famoso for the following year's 2013 HotRod Reunion. I had a lot of fun, learned a lot and found those slicks to be way too hard and small to hold any traction. Over the next couple of years I ended up putting a Hilborn injection

Continued on page 14



VEHICLE INFO

1964 Ford Falcon Futura

Motor built by Don Barrington
Tuned by Chris Whitney
Ford 427 FE bored/ Stroked to 482
Robert Pond aluminum heads
Dual Holley 4V carb
MSD ignition; Crites Headers
Aluminum Radiator, custom shroud

Transmission by Dana Sniff
Race prepped C-4

Rear end
Ford 9" with 3.50 gears
Moser 31 Spline Axles

Fuel System
Aeromotive tank with in tank pump
and regulator

Wheels/ Tires
Steel chrome Speedway wheels
15x9.5 Mickey Thompson rears
15 x 6 Firestone fronts

Safety Features
Six-point roll bar
Parachute
Fire System
Simpson Hybrid Pro neck restraint

Cool Features
Filled in cowl panel
Rear wheel well stretched forward 3"

Interior
Kirkey low back race seat
Simpson race belts
Hurst shifter and parachute release
Restored factory Rotunda
8K tachometer
Rubber matting for flooring
Factory radio delete panel

1964 FALCON 427 FE

Continued from page 12



unit on it. At first I ran it on gas, then switched over to methanol for a while. I eventually went back to gas after many methanol induced teary eye runs.

In 2016 I had an opportunity to buy a real 427 FE High Rise motor. In 2017 I took the whole car back apart and sent it to my now good friend Dale Snoke, who builds altered wheel base and cool cars for a living. He modified the shock towers, transmission tunnel, real wheel openings and made all the necessary modifications for the big motor. We switch from the high riser setup to a set of Robert Pond aluminum heads and matching dual quad intake. Don Barrington assembled the 482 stroker and Chis Whitney of Whitney Performance got it all dialed in on the dyno for me. It has about 600hp at 5500 and 600 ft/lb of torque at 4500.

I was lucky enough to be asked to display it at SEMA 2018 in the Derales Performance booth, in the first row of the main hall, just beneath the FORD display. It was an awesome experience. Now I have had it out at Famoso and Pomona once. It has run a best of 11.01 at 122mph on the break in runs, still plenty left in her! I could not have built the car without the support of my wife Chantal, kids Olivia, Henry and Hudson (their names are painted on the trunk). or without the help of my parents Bob and Nancy Thomas. My family is a big driving factor is doing this and I'm getting to teach my kids about working on cars, responsibility and respect for our history.

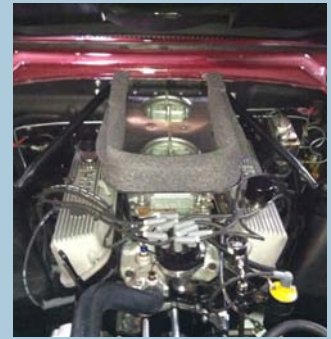
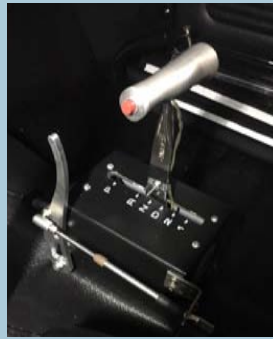
—Mike Thomas (FCA # 16463)
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DEAR EDITOR

I was very surprised to see no one at the October 2019 FCA magazine caught the error in the Featured Falcon article "My First (And Second) Falcon," page 4.

The blue car, described as "a 1964 Falcon Futura Hardtop," photo page 5, as well as article content, is not a Hardtop at all; it is a four-door sedan. A Hardtop is an abbreviation of an older (early 50s) term, "Hardtop Convertible," meaning there is no roof-to-body "B" pillar at the rear of the door, and no door frame surrounding the roll-up side windows – the doors are the same as a on a convertible. Hence the name, "Hardtop." A 1963-65 Sprint with a steel roof is a Hardtop, as is the same fastback steel roof on a '63-'65 Futura. The other sedans are just that —sedans— whether two door sedans or four-door sedans.

—Mike Durhan (FCA #3392)

Mike, thank you identifying the error and explaining the correction. —Editor

I'd like to acknowledge Ronnie Crawford for helping me with my article "Ride with Us on the Hot Rod Power Tour," printed in the October, 2019 issue. He helped me a great deal with the wording for the article.

—Danny Barnhouse (FCA #12270)

In Memoriam

Nancy Snyder, 72, of Perkasie, Pennsylvania passed away on December 21, 2019 after a long illness. Nancy was the wife of Ed Snyder, founder of the Keystone Chapter of the Falcon Club of America,

She loved visiting Ocean City, New Jersey, shopping, and tending to her home and her flower gardens. She had a passion for cooking, sitting on her back porch, and listening to the rain. Her greatest joy in life was spending time with her grandchildren and her family and attending her grandchildren's sporting events.

—Keystone Newsletter Editors

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FALCONS FOR SALE



1961 Falcon Futura. Purchased new from Moody Ford of Independence, MO 9/26/1961. My father purchased the car from original owner at their estate sale 3/23/1981 and it's been in our family since that time. Car is completely original except for exhaust system and gas tank. 90,500 original miles, absolutely no body work or repainting. There are a few scratches and dents from almost 60 years; interior and exterior show beautifully. 170 engine was overhauled (rings, bearings, valves ground) when engine had approximately 70,000 miles, \$9,000. Contact Gary Rose, 281-300-0154 or rose51@flash.net. TX. 200103

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V8, 260, automatic, and power steering. It has bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$14,500. Call Steve, 360-430-0143. WA. 200219

1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. **1962 Falcon Sedan Delivery project,** RARE. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. Later model 200, "big" 3.03 three-speed w/floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan;

Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$6,995 OBO. Call or email Lenny Kellogg, lenkellogg@lpbroadband.net, 970-593-1964 or visit www.kelloggsgarage.com. CO. 200218



1963 Falcon Futura Convertible, 289 V8 engine, fresh C4 transmission rebuilt Sprint options, Disc front brakes, original bucket seats, New gas tankful pump, electronic ignition, 4 barrel Edelbrock carb, new top, 14" Crager five-lug wheels. Raven Black with red interior. \$15,000. Farrell Woods, 801-791-0764. Leave message. UT. 200215



1964 Falcon two-door post project car, 408 Stroker, C6 automatic, Mustang II front end, 8.8 rear with coil overs, have new interior, rechromed bumpers and grille. Body work done. I have most of the parts to put back together, \$8,500 Greg Faulkner, cell 662-750-4463 or 662-223-4265, gefaulkner77@gmail.com. North MS. 200227

1965 Futura Convertible, vintage Burgundy 200 CI six, C4 transmission, bucket seats and console. Approx. 3,000 miles on restoration. \$20,000. James McCurdy, 717-369-4326, Fort Loudon, PA. 200199

1965 Falcon Ranchero blue/white 289/ V8 automatic \$11,000. 1964 Caliente two-door hardtop, Guardsman Blue, No engine. No tranny, original 289/4V "K" 210 hp, Not 271 hp, \$2,900. 1964 Comet 404 Wagon, Rangoon Red, V8/260, A/C, \$18,000. Other 1964-65 Falcons and Comets for sale. Call or text (fastest) 720-281-0940 or calicometcarlos@yahoo.com. CO. 200111



1965 Falcon two-door HT. New Mexico car, clean, straight, no rust, painted original Forest Green, V8, four-speed, \$11,550. Gary, 814-967-2234. PA

1965 Sprint, \$1,000. **1964 Sprint conv.,** salvage title, \$750. JL Branson; 636-357-8522; jlwbranson@mail.win.org. 200299

I have a **1966 Falcon Ranchero** for sale. It has a rebuilt 289 with less than 100 miles, bucket seats, automatic, Torino GT wheels, A/C (not installed), white with blue buckets, some primer, but complete truck. I am asking \$3,500 OBO. Robert Wright, 871-919-1713, Fort Worth, TX. 200211

PARTS FOR SALE

Most left over from '65 Ranchero restoration. Highlights: complete heater assy. with new motor, new core, new seals, new plenum, new fresh air connector, new defroster hoses; original cables, \$200 + Frt. Steering box (1 1/8" sector shaft) and column with C4 PRNDL, linkage, shift and turn sig levers, C7ZR-3550A, \$200+Frt. Original, complete 289 air clearer housing, with snorkel (thermostat and flap Inside), and heat riser, \$100+Frt. Set of original front turn signals, lights, lenses, and brackets, (wiring cut), one right side light, bracket and lens. Left side bracket only. Original '65 Ranchero Exhaust manifolds,

sandblasted and painted, C3DE-9431-A, C4OE-9430-A, \$100+Fr. Set of four 14" knock-off style hub caps, nice, but some bends, \$200+Fr. Complete, original trans mount, restorable Falcon dash trim, C5DB-6204339-E, C5DB-6206036-D, C5DB-6204392-C, C5DF-10841-C, C4DF-10887-A. Speedometer, housing, black mask plate and lens. Two and three row crank pulleys, Three row chrome fan pulley, bucket seat trim, shock towers, ash tray, body to bumper seal new, alternator brackets, original switches and bezels including radio. Four flex plate 28oz new, orig. window cranks and two inside door handles. Chrome Holley 4150 carb. New Harbor Frt engine hoist with load leveler, used once. Mark Tompkins, crownvic51@frontier.com. OR. 200216

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner,

black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, perfect used, \$300. 1963 Falcon spears, driver condition, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with 1965 Falcon Ranchero Monster truck on it, 20"x 17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction), \$45. Big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford big block 2x4 setup, intake, carbs, linkage, air cleaner, filter, 3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, more NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 200210

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129 \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast #D0AE \$800. 1973 351C 4BL open chamber heads: cast #D3ZE; fresh \$800. 351C 4BL exhaust manifolds, one pair, \$450. 390 tri-power set up \$1,850. 1969 428 CJ motor \$7,500. 1966 428 short block with CJ rods cast #C7AE-B \$2,800. 1967 GT 390 motor \$3,500. 1971 429 CJ four-bolt main motor \$6,500. C4 B & M breakaway torq. converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289: crankshaft, \$150; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 and 5H17, \$200. 1967 289 Hi Po heads: date on both heads 7H23, \$2,500. 1967

289 heads: cast #C6AE, dates 7D18 and 7E2, \$200. 1967 289 exhaust manifolds \$150.00 347 stroker kit, \$1,200. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200116

I have many items left over from a 1965 Ranchero restoration. Highlights, complete heater assy. with new motor, new core, new seals, new plenum, new fresh air connector, new defroster hoses. Original cables, \$200+freight. Steering box (1-1/8" sector shaft) and column with C4 PRNDL, linkage, shift and turn signal levers, C7ZR-3550A, \$200+freight. Original, complete 289 air clearer housing, with snorkel (thermostat and flap Inside), and heat riser, \$100+freight. Set of original front turn signals, lights, lenses, and brackets, (wiring cut). one right side light, bracket and lens. Left side bracket only. Original 1965 Ranchero exhaust manifolds, sandblasted and painted, C3DE-9431-A, C4OE-9430-A, \$100+freight. Set of four 14" Knock-off style Hub Caps. Nice, but some bends. \$200+freight. Complete, original trans mount. Restorable Falcon dash trim, C5DB-6204339-E, C5DB-6206036-D, C5DB-6204392-C, C5DF-10841-C, C4DF-10887-A. Speedometer, housing, black mask plate and lens. Two and three row crank pulleys, three row chrome fan pulley; bucket seat trim. Shock towers, ash tray, body to bumper seal new; alternator brackets. Original switches and bezels including radio. Flex plate 28 oz new. Original window cranks (four) and inside door handles (two). Chrome Holley 4150 Carb., New Harbor frt. engine hoist with load leveler, used once. Email Mark Tompkins at crownvic51@frontier.com. OR. 200107

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set; '62-63 hood scoop excellent used condition, \$200, 1963 "deluxe" fender spears, not Futura, three sets: \$75-\$150 per set; '62-3 fender top

continued on page 20

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continued from page 19

ornaments, restored, \$75-\$100 per pair; two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; '60-65 V8 motor mounts, frame mounts, bolts, "C" brackets and heat shields, \$200. Eight pieces: '63-65 V8 exhaust manifolds, no cracks, \$150 per pair; five-bolt 14" stock Falcon/Fairlane wheels, \$50 each, a set of five of for \$200; four-bolt 13" wheels, \$25 each, set of five for \$100; '60-65 Falcon jacks, restorable, \$100, set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each; '60-67 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-\$490. 1960-62 two-speed electric wiper change-over, complete, \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295; '68--70 LR tail light surround, excellent used condition, \$95; '68-70 tail light lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood \$300; dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg, lenkellogg@lpbroadband.net, 970-593-1964 or visit www.kelloggsgarage.com. CO. 200218

1960-63 Dog Dish hubcaps, 13" wheels, \$15. 1967-68 Dog Dish hubcaps, 14" wheel, set of four, \$50. 1963-66 260-289 distributors, \$20. 1963-65 V8 air cleaner, \$45. 1965 289 heads, \$100 pair. Standard 289-302 crank, \$25. 1964 tail light lens, housing, \$25. 1965 Comet tail light, \$50. 1963-65 wire wheel covers, no centers, \$150 set. 1966 power steering pump, V8, \$70. 1976-79 Grenada four-speed tran. with OD, \$175. Roger Kosecki 989-753-2686, MI. 200299

NOS backup lamp kit, C3DZ xx, fits Falcon and Comet, \$100. NOS emblems: 1962 Futura script, \$100; 1963-64 Ranchero Bull, \$175. Used 1964 Ranchero Bull with

attaching parts, \$75. New C6OZ14413-A glove compartment light and switch, may be aftermarket, \$35. V8 exhaust manifolds, \$175. Two NOS 1962 Falcon aluminum tail light housings, C2DZ-9725-A, \$250 firm; used 1963 Fairlane tail lights and aluminum housings, very nice condition, \$275 firm. NOS passenger side rocker panel assembly, fits all 1964-65 Falcon models. This panel has all inside parts, not just a piece of sheet metal, \$275 firm. Used Faria 8000 rpm tach, 1965 date, works, \$275. New in box Edelbrock Performer intake for 351 Windsor motor, \$250 firm. All parts plus shipping. John Simone, 413-336-5307. Phone calls only. MA. 200299

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Falcon 289 HiPo exhaust manifolds, 1964-65 Falcon/Comet console. Call Vic Falcone, 518-355-7756 or vlfalcon64@aol.com. 200210

Stainless steel trim for 1962 two-door Falcon windshield and back glass. Specifically need small corner and center pieces but will take entire set. Please email photos of what you have for sale to mightyfalconracing@gmail.com. Thanks. Keith Davidson, 720-387-9339. 200104

Tissue Dispenser (C2AZ-19A549-A) in good condition for our 1963 Squire Wagon. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 200116

Need two Comet front fenders, 1961, 1962, or 1963. Don Biondi, FCA #579, Southington CT 06489 200216

289 Hi Po San Jose built four-speed radiator, top tank is stamped: C4ZE W-MO, G2 2-65. 3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB and C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 200116

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Shop Manuals by Ford: '60-'63, \$34.95; '64-'68, \$49.95 ea. '69-'70, \$59.95 ea. '63 Owners Manual, \$14.95. Part Interchange Manual: '60-'65 or '63-'70, \$39.95 ea. Falcon 140 page Road Test book '60-'70, \$19.95 Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 200226

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- The world's first electric traffic signal was put into place on the corner of Euclid Avenue and East 105th Street in Cleveland, Ohio, on August 5, 1914. The first center painted dividing line appeared in 1911 in Michigan; the first "No Left Turn" sign debuted in Buffalo, New York, in 1916; and left-hand drive became standard in American cars in 1908.
- The first self-propelled vehicle—Cugnot Fardier—was made by Nicolas-Joseph Cugnot in 1769. It was a steam-powered tricycle.
- The world's first IC engine—The Pyr  lophore—was probably built by Nicephore Niepce in 1807. He is also credited with the invention of photography.
- The world's first long-distance journey from Mannheim in southern Germany to Pforzheim in the history of the automobile was undertaken by Bertha Benz, wife of Carl Benz, and her two sons in August 1888.
- By the mid-1960s, American-made cars were delivered to retail buyers with an average of 24 defects a unit, and many of these defects were safety related.
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A TRUE FORD FAMILY



Shown here are the Lashley Family stable of Fords. George Lashley's three 1962 Ford Galaxie 500s accompany his daughter's Falcon Sprint. The Rangoon Red Galaxie on the far left has a factory 390 hi-performance engine with 375 horsepower. The other two Galaxies, which George Lashley restored, have 406 cubic inch hi-performance engines. Angela Lashley's Rangoon Red 1963½ Falcon Sprint Convertible rounds out the family.

Angela Ashley's Falcon Story

I purchased my 1963½ Ford Falcon Sprint convertible on September 14, 2004. I had always wanted an old car of my own to enjoy, but just wasn't sure what kind. Although I have a certain deep affection for the 1962 Ford Galaxie, that was just too big a car for me. After much deliberation, I settled on the 1963 Ford Falcon. The body style looked a little like that aforementioned 1962 Ford Galaxie, but was in a size better suited to me. After searching for over a year with no success, I was beginning to get a little discouraged. In July of 2004 I was in Knoxville, Tennessee at Cracker Barrel when someone pulled in and had a little 1963 Ford Falcon on a trailer. I was salivating once again! I asked if the car was for sale, but it wasn't as James Baxter had owned this little gem for quite some time. Fast forward to September of 2004 and I was in Pigeon Forge, Tennessee still looking for my dream car when there it came down the street. This time, I was able to seal the deal and make the purchase.

I have owned my Falcon for 15 years. Originally purchased in East Tennessee, it spent several years in California before

returning to Tennessee in 2004. In late September of 2004, we began a complete restoration from the ground up. All new floor pans, including the main support bars on both sides were designed and fabricated in our shop at home. We also fabricated complete rear quarter panels and door skins. The entire car was restored to original condition. New interior and top and many other items were purchased from Dearborn Classics and are top-notch quality. The paint is original Rangoon Red, but has a base coat/clear coat from PPG. The motor and transmission have also been completely restored. The engine compartment, trunk, and undercarriage were all restored and completely detailed. The car was manufactured in Lorain, Ohio, on July 15, 1963 and our restoration was completed on July 15, 2005, the car's 42nd birthday. This car is a dream come true.

—Angela Ashley (FCA #12143)
Mountain City, Tennessee

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